

# YANKEE CONTEST OF OLD MEXICO

Old Sonora Being Aroused from Centuries of Slumber  
American Enterprise Working Transformation

By IRA A. BENNETT

**R**emarkable forces are at work in this remote and sparsely settled Mexican State. The student of civilization will find here an absorbing field for study, for here, he will find civilization in the making. This is one of the last of the old frontiers, and the admixture of Mexican and Indian population adds color to the drama as it unfolds. Upon the crumbling ruins of the old Spanish occupation, and the tottering Mexican succession, is being built a new, modern community, full of oddities and incongruities.

Like most of the Western communities which are now reckoned as civilized, Sonora begins by attracting attention to her mineral wealth. Miners are the real pioneers. They go where farmers and traders fear to tread. There is nothing like gold to attract men—not the money made in trade, but real red gold, the stuff itself dug out of the ground. The miner does not know when he starts for a new field, whether there is much or little gold to be had. He has a notion, however, that there will be much. He knows that Golconda exists somewhere. Why not in the new field? Suppose the new field should be Golconda, and he should lose it by reason of doubt or a faint heart? The thought tortures him, and he plunges into the wilderness. He cares nothing for isolation, or Yajala, or thirst.

Sonora has always had a fascination for the old Californians who have gone up and down the world seeking gold. They heard years ago of the old mines worked by the Spaniards and deserted because of the Indian wars. Many of them carry tattered maps in their pack, showing just where these rich old bonanzas are. Some of them have realized the dream of years by actually penetrating the Sonoran wilds and locating an "antigua." These locations have led to other explorations, covering a dozen years or so, resulting in discoveries which have attracted the attention of capitalists in the East and England. Thus there have been built Cocori, Minas Prietas and others, up such big camps as Cananea, Naco, and Alamos.

The development of mines has led to the opening of ranches and cattle ranges on a large scale, and it has

been demonstrated that the agricultural resources of Sonora are very great. Cattle have been bred up from the Mexican native stock until an excellent grade has been evolved. Now it is announced that a packing plant will be established at Cananea, which will handle native meats. This plant will find a ready market for its product, as the duty upon American meat products is very high.

For years the railroad in Sonora was the line running from Nogales to Guaymas. Locally and in Arizona, this road is known as "The Burro." It was renowned all along the Pacific Coast as the finest sample of a jerk-water railroad in the world. The fireman and engineer often found themselves shy of firewood, and it was their custom to get out and cut a lot at the head of a grade, and then after steaming up, to rush pell-mell down the grade, in the wild hope that Providence and momentum would lift them up the hill again. Usually they were disappointed. It is said that burros, were employed occasionally to haul the engine to the top of the grade, while the conductor played monte with the passengers and the engineer took a nap. The trip from Nogales to Guaymas, a matter of less than 200 miles, was entirely problematical as to the time of departure, and questionable as to the time of arrival.

Now this jerk-water road is becoming part of an enormous line stretching from British Columbia to the City of Mexico. A struggle between E. H. Harriman and the Mexican Central for the rich Coast trade of Mexico has developed, and the somnolent valleys of Sonora are resounding with the activities of railroad building. The Yajala is being pushed back into the fastnesses of the Sierra Madre, and he will never reappear again. Among the Indians and Mexicans have appeared gangs of pig-tailed Chinese, armed with picks and shovels, digging and smothering the path of civilization.

The operation of the Harriman interests in Northwestern Mexico are on a great scale. The headquarters of the work are at Tucson, but there are branch headquarters here and at Guaymas and Alamos. The official name of the new railroad is the Cananea, Yaqui River and Pacific. About \$50,000,000 has been appropriated for the work already outlined. The road begins at Empalme, about nine kilometers northeast of Guaymas, on the Gulf of California, and runs south-easterly to the Yaqui River, near Cocori, a distance of seventy miles. It then branches, one line running northward and the other southward. The north line runs from Cocori through the Yaqui valley, tapping the rich mining districts of La Dura, Soyopa, and Sahuripa, and connecting at the American border, near Douglas, Ariz., with the Harriman lines. This road will open up the Yaqui River valley to agricultural development and enable the development of many rich mining fields. That section of Sonora bounds in gold, silver, copper, lead, and other minerals.

The southerly branch of the new railroad will run from Cocori to Alamos, at which point the old Southern Pacific concession will be utilized.

This concession guarantees the payment of \$12,500 Mexican per kilometer of completed road. From Alamos the road will run through the State of Sinaloa, the Territory of Tepic, and the State of Jalisco to Guadalajara, a rich and historic community which promises to become one of the great cities of the American continent.

In the course of its meanderings the railroad will touch Culiacan, the capital of Sinaloa; Mazatlan, the principal seaport on the Mexican Pacific coast; Tepic, the capital of that territory of that name; San Marcos, Rosario, and other mining centers. Running between tide-water and the Sierras, this railroad will develop the richest agricultural and mining regions of Western Mexico, and afford an outlet through the ports of Mazatlan and Guaymas, for the produce of fields and mines.

About 120 kilometers of this road have been completed, and 100 kilometers are in operation, being the stretch between Guaymas and Cocori. Track laying is going on rapidly. A steamer is now on the way from Shanghai for Guaymas with 500 hundred Chinese laborers. Mexico interposes no objection to the importation of contract labor, and has no Chinese exclusion laws. The laborers now employed in railroad construction are Mexican, Yaqui Indians, and Chinese with American bosses and superintendents.

The ends of the earth appear to have been drawn upon for material for this road. Purchasing Agent Warner, a clean-cut and remarkably able young railroad man told me at Tucson that he was importing a million ties from Mororan, Japan, landing them in batches at Guaymas. He could not get satisfactory promises of concerns, so he made contracts at Düsseldorf, Germany; Androssan, Scotland and Bilbao, Spain. Steamers are now on the way from those distant ports conveying cargoes of heavy steel rails. The culverts of the new road are being made of cement, imported from Antwerp. The bridges will be constructed of steel, furnished by the American Bridge Company.

Naturally, the drowsy little port of Guaymas has begun to sit up and take notice as ships of many flags appear in the harbor, loaded with men and material for the new railroad. Hormosillo, too, is awakening since all the official business is transacted here, and mining enterprises of pith and moment are centering here. Alamos, Cocori, and other junctions promise to become thriving towns.

The Mexican Central and the Southern Pacific are said to have shared Mexican business at El Paso, and it was reported that a similar traffic arrangement was to be made upon the completion of the Harriman line to Guadalajara. The City of Mexico was to be reached from Guadalajara over the Mexican Central. But the Mexican Central began to build a line of its own toward Manzanillo, on the Pacific. It is now understood that friendship has ceased between these powerful interests, and that each is straining every nerve to capture the west coast business.

Railroading and mining together are opening Sonora to civilization. Mining thus far has accomplished more than the other agent of enterprise. Some of the mining enterprises in this state are conducted on a great scale, notably those at Cananea and Naco. The Cananea Consolidated Copper Company, commonly known as the Cananea or Greene, company, employs 5,000 men and supports a town of 25,000 people of whom about three-fourths are Americans and the balance Mexicans. This enterprise was started in 1898. The district is now recognized as one of the richest copper fields in the world. The plant consists of an immense smelter and refinery, railroad facilities, and all accessories, the total investment being about \$15,000,000.

On the Sonora Railroad Col. Greene is opening two other big properties, the Mina Grande and Soledad groups. He is active also in railroad building, and is regarded, all around, as the Cecil Rhodes of Sonora.

The interests of Phelps, Dodge & Co. in Sonora are very large. This company, whose plant at Douglas is admired by all mining men, owns the Naco, in this state. The road is being extended southward, opening up a rich mining and farming region.

At Naco the Phelps-Dodge Company has a large smelter and supports a town of 4,000 people. Some of the ore is sent to the Douglas smelter, where all the Copper Queen ore from Misbee is reduced. The Douglas-Naco

road was built by the Copper Queen Company, and is a part of the El Paso and Southwestern system, which, with the El Paso and Northwestern, is controlled by Phelps, Dodge & Co. This company has expended millions in opening up copper mines in Arizona and Sonora, and has recently engaged in coal mining in Colfax County, in Northern New Mexico, on an extensive scale.

The establishment of a smelter at Guaymas, by the Mexican-American Smelting and Refining Company, has given an impetus to mining all along the Sonora railway. This smelter cost \$350,000.

One of the big gold fields of Sonora is owned and operated by John W. Gates and his associates at Minas Prietas. The Minas Prietas and La Colorado mines are supposed to be enormously rich. The corporation is close, and no stock is floating about. Minas Prietas lies thirteen miles east of Torres station, on the Sonora railroad. It is said that the little railroad connecting these places has made its owner a millionaire.

Another important gold camp is that dominated by the Giroux Mining Company. There the mines known as La Sultana and El Capote have been turning out yellow metal for years. The Sultana is down 1,100 feet, and is the deepest mine in Sonora.

The San Juan Batista group, near the old "mineral" of San Juan, is now being developed. These are "antiguas," or old mines worked in the eighteenth century by the Jesuits. The silver ground out in the ancient arrastras, ruins of which are still to be seen, was taken to the City of Mexico on muleback, an interminable journey. San Juan Batista was in old times the capital of Sonora, a region which stretched almost to Canada. The mission church, a beautiful specimen of ecclesiastical architecture of the Spanish order, stands in a partly ruined state. The San Juan mines yield silver, copper, and gold, and are being developed under direction of George F. Woodward, of Montezuma, who discovered them. Interesting references to the rich San Juan mines are made in books dealing with the history of Mexico in the eighteenth century. Near the San Juan properties, at Campas, the Transvaal Copper Company has erected a large smelter, and is developing adjacent mines.

Col. Epes Randolph, the right hand man of E. H. Harriman in railroad operation and construction in Arizona and Sonora is the principal owner of the Llano de Oro, as implied by its name, is a plain or valley yielding placer gold in a conglomerate of cement and gravel. The mines are said to have yielded \$600,000 in 1905. are operated in Sonora, one of the big properties being La Bufa, east of the mine is owned by Richardson Bros., who ship their product to El Paso and San Francisco for reduction. The Mina Mexico, near San Xavier, has yielded a fortune to the Ortega estate.

The Trinidad in Sahuripa district is a steady producer of silver.

Mention is made here only of important mines and districts, which would attract in any mining region in the world. Dozens of properties, large and small, are now being developed all through the State, on both sides of the Yaqui River. The great mineral belts which have raised Arizona to the first grade are equally strong in Sonora, which is geologically a twin of its northern neighbor.

The transformation of Sonora resulting from these railroad and mining operations is of interest in a sociological sense. The Jesuits and Dominicans have long since passed away. The mission bells, which still hang in the ruined belfries, have not rung for decades. The Mexican population fringing the Sonora Railroad and occupying small ranches along the streams, is free to face with the American invasion. The scenes resulting from this commingling of the old and the new are sometimes grotesque. It is not unusual, for instance, to see blanket Indians hanging about smelters and mines, looking in blank amazement upon the operation of electrical machinery. Occasionally a band of Yaquis swoops down upon a party traveling in an automobile, and the struggle between old and new takes a mighty practical turn as the bullets fly.

The Mexican people, as a rule, are glad to see Americans come in and develop their country. They make fair laborers, and unless the lower classes are full of mesal, they are peaceable.

The higher classes, comprising the officials, are very friendly to the Americans. Some of the better-class Mexicans are men of high standing and cultivation, such a man being General Luis E. Torres, for example, being a credit to his country and his race. He has had a long and arduous struggle with the Yaquis, and has displayed abilities of the highest order in his campaigns against these implacable natives. The Yaqui troubles have been greatly overrated on account of the ubiquity of the savages. They are comparatively few, but their ability to get over the ground and bob up in unexpected places is remarkable. With the construction of railroads their sphere of activity will be greatly circumscribed, and a few years more will see them permanently isolated. At present in some out of the way mining districts, a guard is necessary in traveling.

## WEAK, WEARY WOMEN.

Learn the Cause of Daily Woes and End Them.

When the back aches and throbs. When housework is torture. When night brings no rest or sleep. When urinary disorders set in. Women's lot is a weary one.

There is a way to escape these woes. Doan's Kidney Pills cure such ills. Mrs. Mary Dumgardner, of 424 Water St., Salem, Ore., says: "I have found Doan's Kidney Pills a remedy that is worthy of all confidence and am pleased to endorse them so that other sufferers from kidney complaint may know how to get relief. I procured Doan's Kidney Pills and several members of our family have used them with the most gratifying results. I took them myself for a tired, aching back and a dragging down feeling that comes from irregular and deranged kidneys. The results were of the best. The aching and soreness was banished and the kidneys were rendered normal. My health became better in every way."

Plenty more proof like this from Astoria people. Call at Chas. Rogers drug store and ask what his customers report.

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no other.

Everybody gets tired of everybody else once in a while, and at those moments it is a good thing to lock oneself in one's room and go through a mental examination.

The cheap imitations of Foley's Honey and Tar cost you the same as the genuine in the yellow package. Why then risk your health, perhaps your life, taking them when Foley's Honey and Tar will cure your cold and prevent serious results? It is guaranteed. T. F. Lauren, Owl Drug Store.

The oldest actress in America is dead at Englewood, N. J. She was Mrs. Caroline Lovell, a player known to few members of the present generation. She lived to be 89 years old.

## Dancing Proves Fatal.

Many men and women catch cold at dances which terminate in pneumonia and consumption. After exposure, if Foley's Honey and Tar is taken it will break up a cold and no serious results need be feared. Refuse any but the genuine in a yellow package. T. F. Lauren, Owl Drug Store.

Complete  
with floss  
Special 50¢

**SUMMER SPECIAL**  
To advertise our stamped linens we will sell centerpieces like cut stamped on pure linen complete with floss to embroider.  
Regular value 90c Special 50c  
In ordering by mail send post office or express money order and mention this paper

**The Needlecraft Shop**  
382 WASH. ST., PORTLAND, ORE.

## CITY NOTICES.

### NOTICE.

NOTICE IS HEREBY GIVEN THAT the Common Council of the City of Astoria has declared its determination and intention to construct a sewer along the West side of Thirty-seventh street in Adair's Port of Upper Astoria, from the North line of Duane street to the North line of Commercial street. Said sewer shall be constructed of vitrified terra cotta sewer pipe ten inches in diameter and on the proper grade to admit of sufficient drainage, and in matters of detail said sewer shall be constructed according to the plans and specifications therefor to be prepared by the City Surveyor as hereinafter provided and any matter of construction and drainage found necessary to make the improvement safe or substantial, shall be done by the contractor, whether specified or not, without extra charge.

That the costs and expenses of constructing said improvement shall be defrayed by special assessment upon the lots, lands and premises benefited by the same which said lots, lands and premises are included in the special assessment district including all lots, lands and premises so benefited, to-wit: Lots 3, 4, 5 and 6 in Block 15, and Lots 1, 2, 7 and 8 in Block 14, all in Adair's Port of Upper Astoria, as laid out and recorded by John Adair, and generally known as Adair's Astoria, in Clatsop county, Oregon.

OLOF ANDERSON,  
Auditor and Police Judge of the City of Astoria.

11-7-11

## CITY NOTICES.

NOTICE OF MEETING OF BOARD OF EQUALIZATION.

14th Street, From the South Line of Franklin Avenue to the North Line of Grand Avenue.

NOTICE IS HEREBY GIVEN THAT special assessment roll number 135, made for the purpose of defraying the costs and expenses of improving 14th street, from the South line of Franklin Avenue, to the North line of Grand Avenue, has been filed with the Auditor and Police Judge, and numbered special assessment roll number 135, and that the committee on streets and public ways has been appointed a committee of the council to sit with the board of assessors to examine, correct and equalize the same, and that Friday, the 23rd day of November, A. D. 1906, at the hour of 2 o'clock p. m., in the council chambers in the city hall, has been fixed as the time and place of the meeting of said board of equalization. All objections to said assessment must be presented in writing.

OLOF ANDERSON,  
Auditor and Police Judge of the City of Astoria.  
Dated Astoria, Oregon, November 9th., 1906. 10t-10-11

NOTICE OF MEETING OF BOARD OF EQUALIZATION.

Eleventh Street, From the South Line of Franklin Avenue to the North Line of Harrison Avenue.

NOTICE IS HEREBY GIVEN THAT special assessment roll number 136, made for the purpose of defraying the costs and expenses of improving Eleventh Street, from the South line of Franklin Avenue to the North line of Harrison Avenue, has been filed with the Auditor and Police Judge, and numbered special assessment roll number 136, and that the committee on streets and public ways has been appointed a committee of the council to sit with the board of assessors to examine, correct and equalize the same, and that Friday, the 23rd day of November, A. D. 1906, at the hour of 2 o'clock, p. m., in the council chambers of the city hall, has been fixed as the time and place of the meeting of the said board of equalization. All objections to said assessment must be presented in writing.

OLOF ANDERSON,  
Auditor and Police Judge of the City of Astoria.  
Dated Astoria, Oregon, November 9th., 1906. 10t-10-11

NOTICE OF MEETING OF BOARD OF EQUALIZATION.

Eight Street From Center Line Kensington Avenue, to a Point 55 Feet South of the North Line of Niagara Avenue.

NOTICE IS HEREBY GIVEN THAT special assessment roll number 137, made for the purpose of defraying the costs and expenses on improving Eight street from center line of Kensington Avenue to a point 55 feet South of the North line of Niagara Avenue, has been filed with the Auditor and Police Judge, and numbered special assessment roll number 137, and that the committee on streets and public ways has been appointed a committee of the council to sit with the board of assessors to examine, correct and equalize the same, and that Friday, the 23rd day of November, A. D., 1906, at the hour of 2 o'clock p. m., in the council chambers of the city hall, has been fixed as the time and place of the meeting of said board of equalization. All objections to said assessment must be presented in writing.

OLOF ANDERSON,  
Auditor and Police Judge of the City of Astoria.  
Dated Astoria, Oregon, November 9th., 1906. 10t-10-11

NOTICE OF MEETING OF BOARD OF EQUALIZATION.

Bond Street, From a Point 15 Feet West of the East Line of 42nd Street to the West Line of 44th Street.

NOTICE IS HEREBY GIVEN THAT special assessment roll number 134, made for the purpose of defraying the costs and expenses of improving Bond street from a point 15 feet West of the East line of 42nd street to the West line of 44th street, has been filed with the Auditor and Police Judge, and numbered special assessment roll number 134, and that the committee on streets and public ways has been appointed a committee of the council to sit with the board of assessors to examine, correct and equalize the same, and that Friday, the 23rd day of November, A. D. 1906, at the hour of 2 o'clock p. m., in the council chambers of the city hall, has been fixed as the time and place of the meeting of said board of equalization. All objections to said assessment must be presented in writing.

OLOF ANDERSON,  
Auditor and Police Judge of the City of Astoria.  
Dated Astoria, Oregon, November 9th., 1906. 10t-10-11

# STOP, WOMAN!

AND CONSIDER THE  
ALL-IMPORTANT  
FACT

That in addressing Mrs. Pinkham you are confiding your private ills to a woman—a woman whose experience with women's diseases covers twenty-five years. The present Mrs. Pinkham is the daughter-in-law of Lydia E. Pinkham, and for many years under her direction, and since her decease, her advice has been freely given to sick women.

Many women suffer in silence and drift along from bad to worse, knowing full well that they ought to have immediate assistance, but a natural modesty impels them to shrink from exposing themselves to the questions and probable examinations of even their family physician. It is unnecessary. Without money or price you can consult a woman whose knowledge from actual experience is great.

## Mrs. Pinkham's Standing Invitation:

Women suffering from any form of female weakness are invited to promptly communicate with Mrs. Pinkham at Lynn, Mass. All letters are received, opened, read and answered by women only. A woman can freely talk of her private illness to a woman; thus has been established the eternal confidence between Mrs. Pinkham and the women of America which has never been broken. Out of the vast volume of experience which she has to draw from, it is more than possible that she has gained the very knowledge that will help your case. She asks nothing in return except your good-will, and her advice has relieved thousands. Surely any woman, rich or poor, is very foolish if she does not take advantage of this generous offer of assistance.—Lydia E. Pinkham Medicine Co., Lynn, Mass.

Following we publish two letters from a woman who accepted this invitation. Note the result:

First letter.

Dear Mrs. Pinkham:—  
"For eight years I have suffered something terrible every month. The pains are excruciating and I can hardly stand them. My doctor says I have a severe female trouble, and I must go through an operation if I want to get well. I do not want to submit to it if I can possibly help it. Please tell me what to do. I hope you can relieve me."—Mrs. Mary Dimmick, 59th and E. Capitol Streets, Washington, D. C.

Second letter.

Dear Mrs. Pinkham:—  
"After following carefully your advice, and taking Lydia E. Pinkham's Vegetable Compound, I am very anxious to send you my testimonial, that others may know their value and what you have done for me."

"As you know, I wrote you that my doctor said I must have an operation or I could not live. I then wrote you, telling you my ailment. I followed your advice and am entirely well. I can walk miles without an ache or a pain, and I owe my life to you and to Lydia E. Pinkham's Vegetable Compound. I wish every suffering woman would read this testimonial and realize the value of writing to you and your remedy."—Mrs. Mary Dimmick, 59th and E. Capitol Streets, Washington, D. C.

When a medicine has been successful in restoring to health so many women whose testimony is so unquestionable, you cannot well say, without trying it, "I do not believe it will help me." If you are ill, don't hesitate to get a bottle of Lydia E. Pinkham's Vegetable Compound at once, and write Mrs. Pinkham, Lynn, Mass., for special advice—it is free and always helpful.

